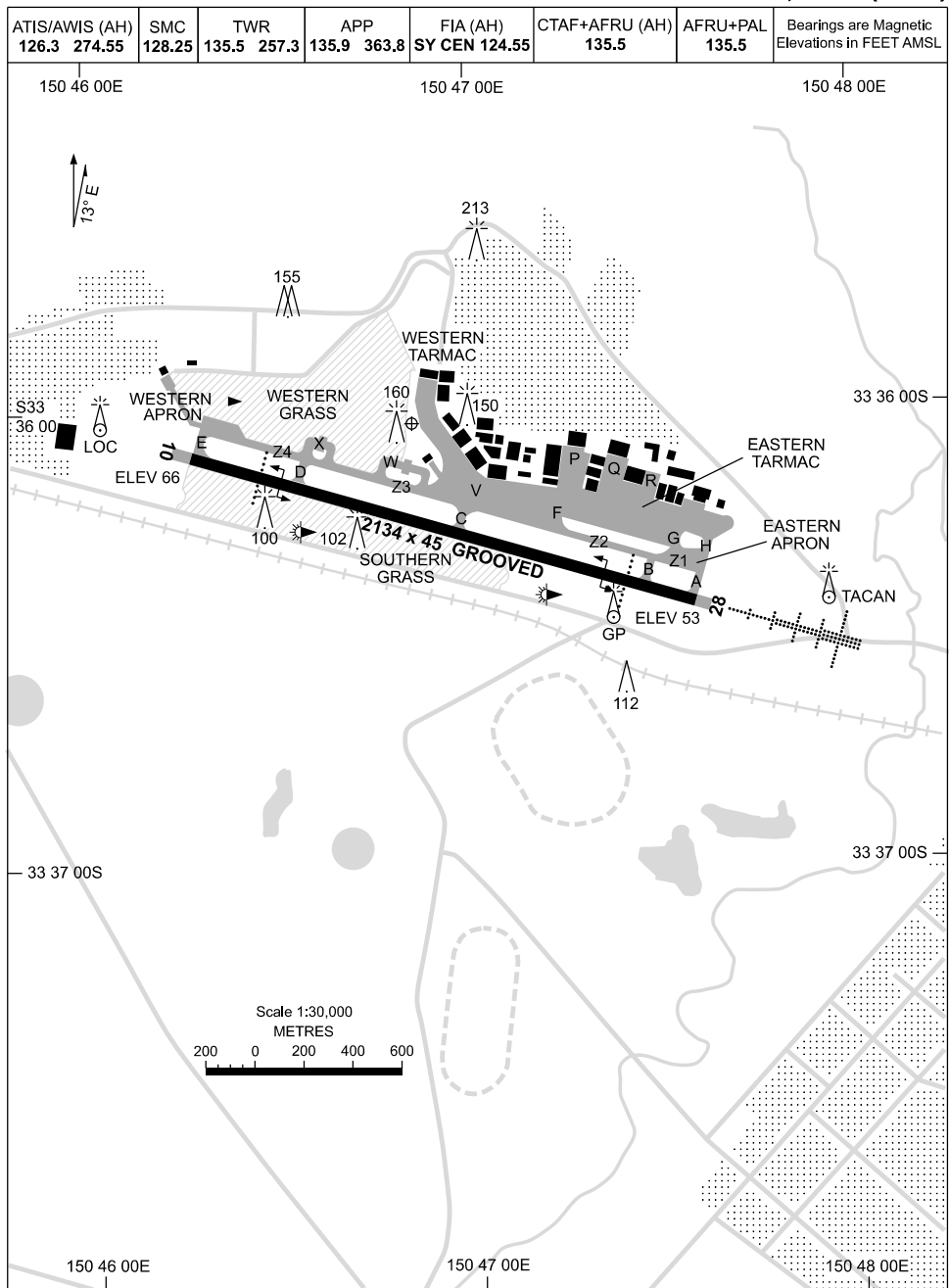




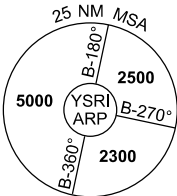
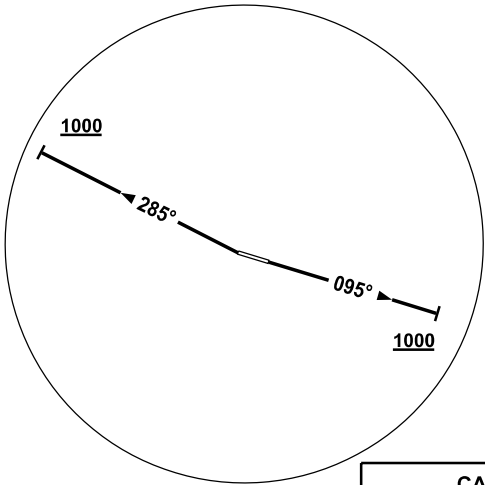
ATIS/AWIS (AH) 126.3 274.55	SMC 128.25	TWR 135.5 257.3	APP 135.9 363.8	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 135.5	AFRU+PAL 135.5	Bearings are Magnetic Elevations in FEET AMSL
RWY	AERODROME LIGHTING						
	TAXIWAYS : GREEN CENTRELINE RL : AFRU+PAL 135.5, SDBY , PTBL (15 MIN PN)						
10 095 275 28	PAPI 3.0° 47FT HIRL PAPI 3.0° 48FT HIRL HIAL - CAT I SFL						
NOTES							

STANDARD INSTRUMENT DEPARTURES (SID)
RICHMOND FIVE DEPARTURE (RADAR)
RICHMOND, NSW (YSRI)

09 JUL 2026

ATIS/AWIS (AH) 126.3 274.55	SMC 128.25	TWR 135.5 257.3	APP 135.9 363.8	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 135.5	AFRU+PAL 135.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



CAUTION:
TREES IN RWY 10 & RWY 28
DEP AREA

10 NM MSA 3300

RICHMOND FIVE DEPARTURE (RADAR)

RWY 28

GRAD 4.8% to 2600ft, then 3.3%

- Track 285°
- At 1000ft BUT NOT BEFORE DER turn to assigned heading

RWY 10

GRAD 3.7% to 300ft, then 3.3%

- Track 095°
- At 1000ft BUT NOT BEFORE DER turn to assigned heading or track

COMMUNICATION FAILURE PROCEDURE

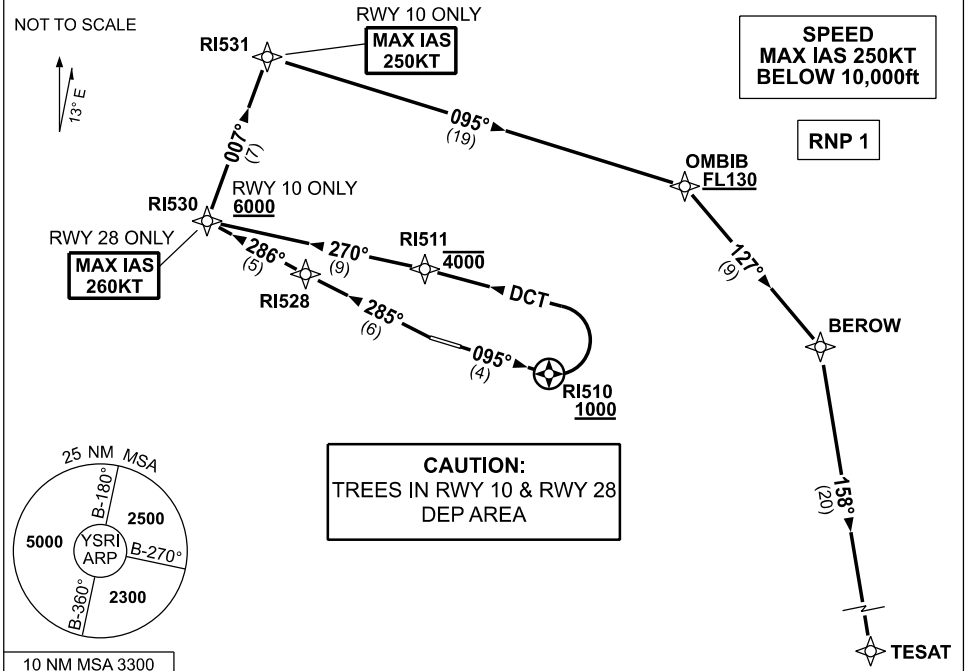
On recognition of communication failure:

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

STANDARD INSTRUMENT DEPARTURES (SID) BEROW ONE DEPARTURE (RNAV) RICHMOND, NSW (YSRI)

09 JUL 2026

ATIS/AWIS (AH) 126.3 274.55	SMC 128.25	TWR 135.5 257.3	APP 135.9 363.8	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 135.5	AFRU+PAL 135.5	Bearings are Magnetic Elevations in FEET AMSL
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DEPARTURE: BEROW ONE

RWY 10

- GRAD 3.7 to 300ft, then 3.3%
- MAX IAS 250KT until RI531
- Track 095° to RI510
- Cross** RI510 AT or ABV 1000ft (RQ GRAD to RI510: 4.0%)
- Turn LEFT, track DCT to RI511
- Cross** RI511 AT or BLW 4000ft
- Track 270° to RI530
- Cross** RI530 AT or ABV 6000ft
- Turn RIGHT, track 007° to RI531
- Turn RIGHT, track 095° to OMBIB
- Cross** OMBIB AT or ABV FL130 (RQ GRAD to OMBIB: 4.7% FM RI511)
- Turn RIGHT, track 127° to BEROW

RWY 28

- GRAD 4.8% to 2600ft, then 3.3%
- MAX IAS 260KT until RI530
- Track 285° to RI528
- Turn RIGHT, track 286° to RI530
- Turn RIGHT, track 007° to RI531
- Turn RIGHT, track 095° to OMBIB
- Cross** OMBIB AT or ABV FL130 (RQ GRAD to NB251: 6.2%)
- Turn RIGHT, track 127° to BEROW

TRANSITIONS: TESAT

- From BEROW, track 158° to TESAT

COMMUNICATION FAILURE PROCEDURE

On recognition of communication failure:

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

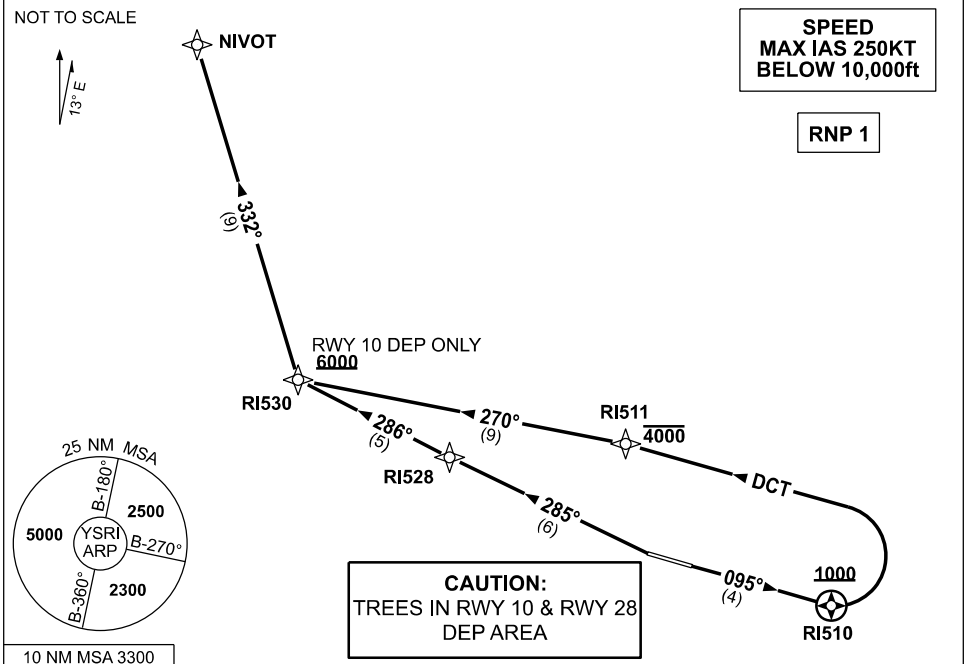
Changes: NEW PROCEDURE.

SRIDP02-187

STANDARD INSTRUMENT DEPARTURES (SID) NIVOT ONE DEPARTURE (RNAV) RICHMOND, NSW (YSRI)

09 JUL 2026

ATIS/AWIS (AH) 126.3 274.55	SMC 128.25	TWR 135.5 257.3	APP 135.9 363.8	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 135.5	AFRU+PAL 135.5	Bearings are Magnetic Elevations in FEET AMSL
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DEPARTURE: NIVOT ONE

RWY 10

- GRAD 3.7% to 300ft, then 3.3%
- Track 095° to RI510
- Cross** RI510 AT or ABV 1000ft
(RQ GRAD to RI510: 4.0%)
- Turn LEFT, track DCT to RI511
- Cross** RI511 AT or BLW 4000ft
- Track 270° to RI530
- Cross** RI530 AT or ABV 6000ft
(RQ GRAD to RI530 from RI511: 4.1%)
- Turn RIGHT, track 332° to NIVOT

RWY 28

- GRAD 4.8% to 2600ft, then 3.3%
- Track 285° to RI528
- Turn RIGHT, track 286° to RI530
- Turn RIGHT, track 332° to NIVOT

COMMUNICATION FAILURE PROCEDURE

On recognition of communication failure:

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

Changes: NEW PROCEDURE.

SRIDP03-187

STANDARD INSTRUMENT DEPARTURES (SID) NESSY ONE DEPARTURE (RNAV) RICHMOND, NSW (YSRI)

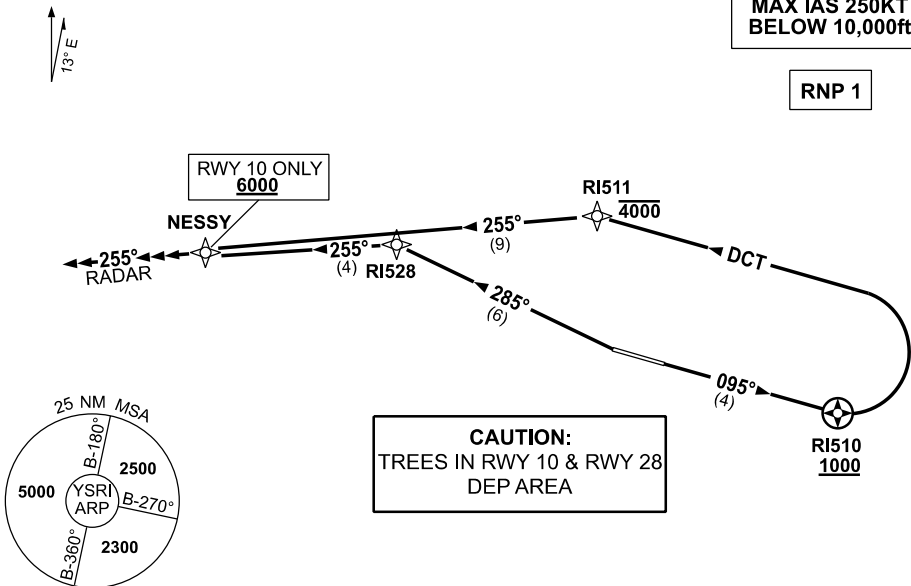
09 JUL 2026

ATIS/AWIS (AH) 126.3 274.55	SMC 128.25	TWR 135.5 257.3	APP 135.9 363.8	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 135.5	AFRU+PAL 135.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



10 NM MSA 3300

DEPARTURE: NESSY ONE

RWY 10

- GRAD 3.7% to 300ft, then 3.3%
- Track 095° to RI510
Cross RI510 AT or ABV 1000ft (RQ GRAD to RI510: 4.0%)
- Turn LEFT, track DCT to RI511
Cross RI511 AT or BLW 4000ft
- Track 255° to NESSY
Cross NESSY AT or ABV 6000ft (RQ GRAD to NESSY from RI511: 3.7%)
- At NESSY continue tracking 255°
- Expect radar vectors to cleared route

RWY 28

- GRAD 4.8% to 2600ft, then 3.3%
- Track 285° to RI528
- Turn LEFT, track 255° to NESSY
- At NESSY continue tracking 255°
- AT or ABV 6000ft expect radar vectors to cleared route

COMMUNICATION FAILURE PROCEDURE

On recognition of communication failure:

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

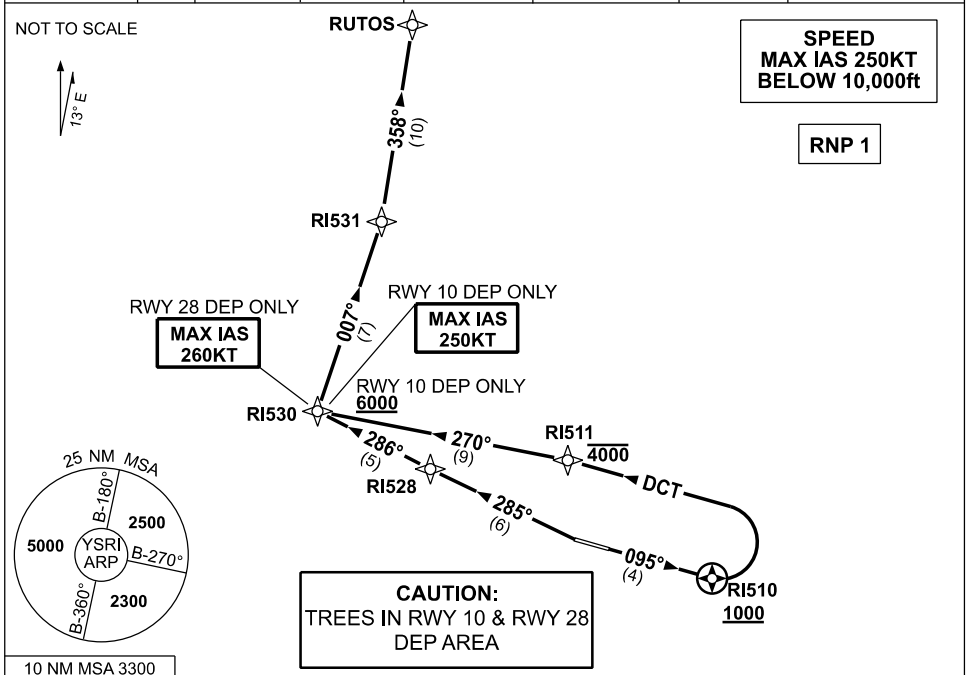
Changes: NEW PROCEDURE.

SRIDP04-187

STANDARD INSTRUMENT DEPARTURES (SID) RUTOS ONE DEPARTURE (RNAV) RICHMOND, NSW (YSRI)

09 JUL 2026

ATIS/AWIS (AH) 126.3 274.55	SMC 128.25	TWR 135.5 257.3	APP 135.9 363.8	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 135.5	AFRU+PAL 135.5	Bearings are Magnetic Elevations in FEET AMSL
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DEPARTURE: RUTOS ONE

RWY 10

- GRAD 3.7% to 300ft, then 3.3%
- MAX IAS 250KT until RI530
- Track 095° to RI510
- Cross** RI510 AT or ABV 1000ft (RQ GRAD to RI510: 4.0%)
- Turn LEFT, track DCT to RI511
- Cross** RI511 AT or BLW 4000ft
- Track 270° to RI530
- Cross** RI530 AT or ABV 6000ft (RQ GRAD to RI530 from RI511: 4.1%)
- Turn RIGHT, track 007° to RI531
- Turn LEFT, track 358° to RUTOS

RWY 28

- GRAD 4.8% to 2600ft, then 3.3% (5.2% to 7000ft)
- MAX IAS 260KT until RI530
- Track 285° to RI528
- Turn RIGHT, track 286° to RI530
- Turn RIGHT, track 007° to RI531
- Turn LEFT, track 358° to RUTOS

COMMUNICATION FAILURE PROCEDURE

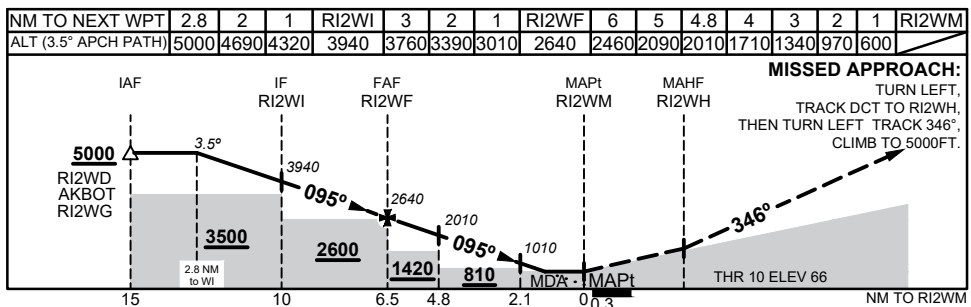
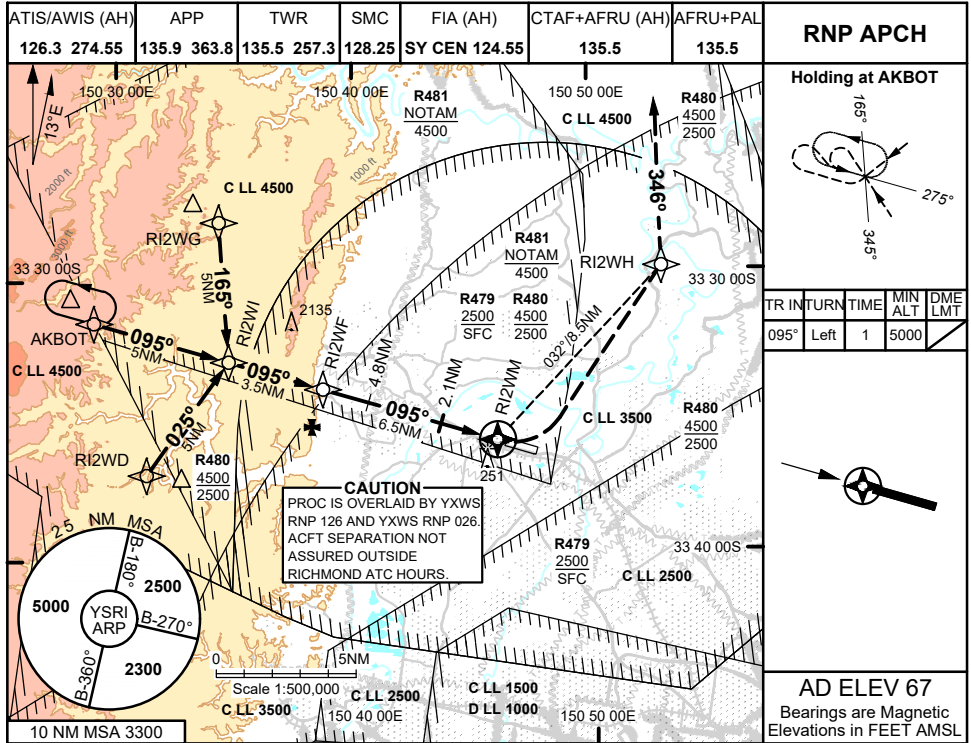
On recognition of communication failure:

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

Changes: NEW PROCEDURE.

SRIDP05-187

09 JUL 2026



NOTES

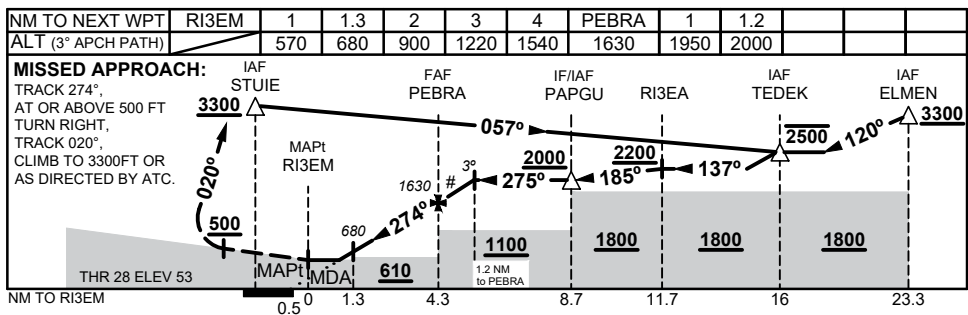
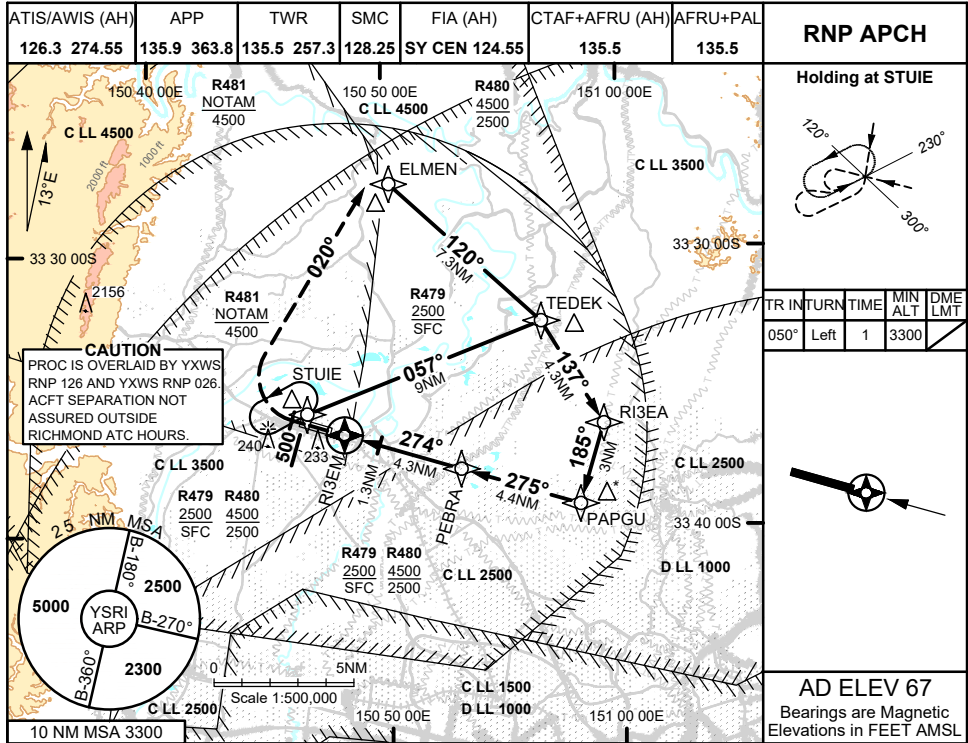
- MAX IAS:
INITIAL : 210KTS
MAP UNTIL RI2WH : 210KTS
- HOLDING NOT CONTAINED WITHIN MIL RSTD AREAS WHEN ACT
- DURING CTAF HRS ENSURE AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APCH

CATEGORY	A	B	C	D
LNAV	600 (533 - 2.6)			
CIRCLING	800 (733 - 2.4)		1090 (1023 - 4.0)	
ALTERNATE	(1233 - 4.4)		(1593 - 7.0)	

Changes: STRAIGHT IAF NAME, DISTANCE ALTITUDE TABLE, CAUTION NOTE, AIRSPACE STRUCTURE, SRIGN01-187
MAGNETIC VARIATION



09 JUL 2026



NOTES

1. MAX IAS:
RI3EA : 210KT
- *2.ACFT MAY BE RADAR VECTORED TO IAF.
- #3.IF MISSED APPROACH CONDUCTED PRIOR TO RI3EM, CLIMB NOT ABV 2500 FT UNTIL RI3EM.

CATEGORY	A	B	C	D
LNAV	570 (517 - 2.0)			
CIRCLING	800 (733 - 2.4)	1090 (1023 - 4.0)	1160 (1093 - 5.0)	
ALTERNATE	(1233 - 4.4)	(1523 - 6.0)	(1593 - 7.0)	

Changes: REVISED PROCEDURE, CAUTION NOTE, AIRSPACE STRUCTURE, MAGNETIC VARIATION

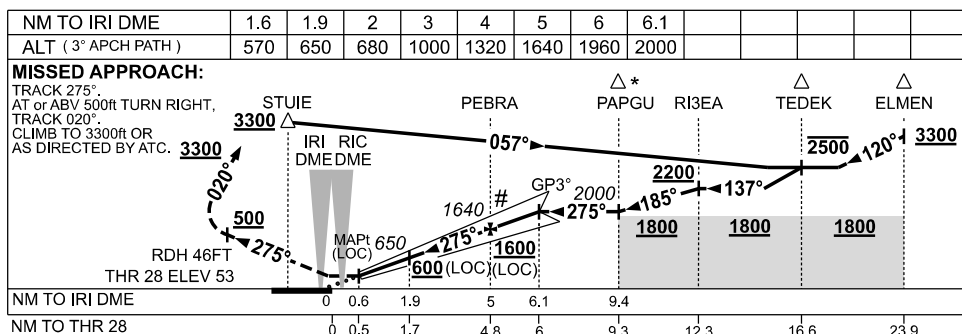
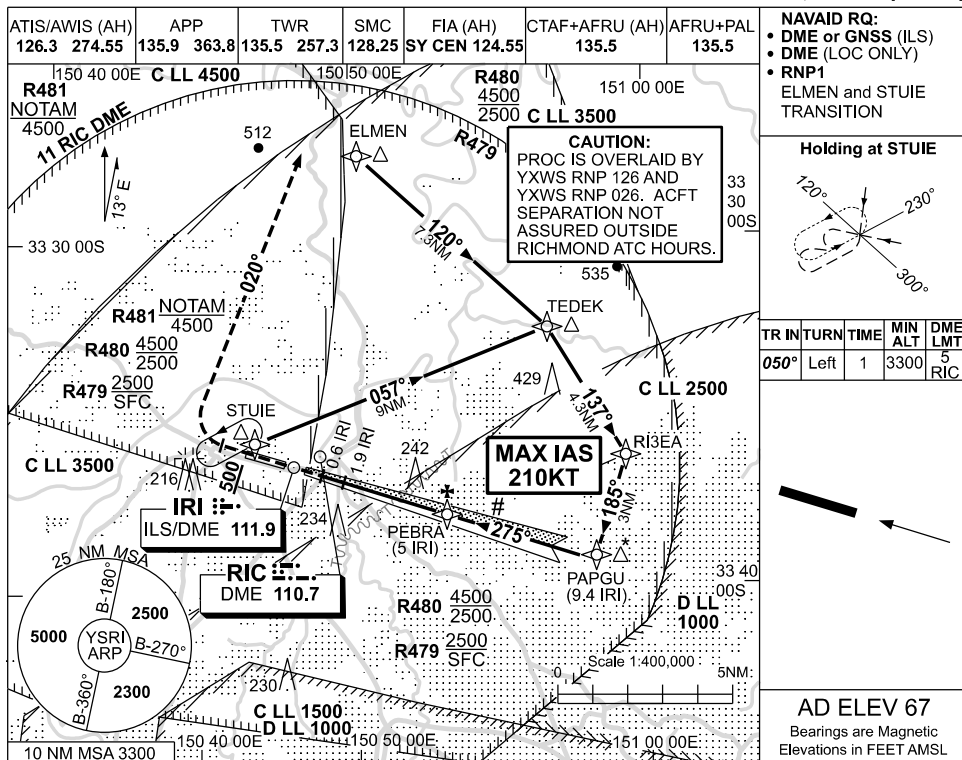
SRIGN02-187



USE QNH

ILS-Z or LOC-Z RWY 28
RICHMOND, NSW (YSRI)

09 JUL 2026

**NOTES**

1. MAX IAS: RI3EA : 210KT
- * 2. ACFT MAY BE RADAR VECTORED TO IAF.
- # 3. IF MISSED APCH CONDUCTED PRIOR TO 0.6 IRI, CLIMB NOT ABV 2500ft UNTIL 0.6 IRI.
4. USE OF GP RESTR TO WI 7° OF RWY CL.

CATEGORY	A	B	C	D
S-I ILS		353 (300) 0.8		
S-I LOC		570 (517-2.0)		
CIRCLING	800 (733-2.4)		1090 (1023-4.0)	1160 (1093-5.0)
ALTERNATE	(1233-4.4)		(1523-6.0)	(1593-7.0)

Changes: REVISED PROCEDURE, MAGNETIC VARIATIONS

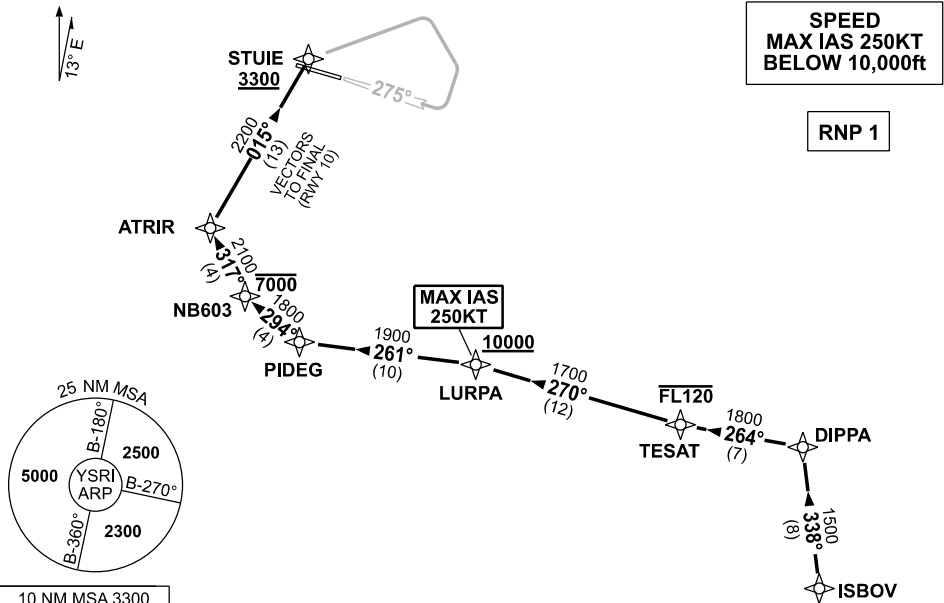
SRII01-187

STANDARD INSTRUMENT ARRIVAL (STAR) DIPPA ONE ARRIVAL (RNAV) RICHMOND, NSW (YSRI)

09 JUL 2026

ATIS/AWIS (AH) 126.3 274.55	APP 135.9 363.8	TWR 135.5 257.3	SMC 128.25	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 135.5	AFRU+PAL 135.5	Bearings are MAG ELEV in FT AMSL
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NOT TO SCALE



TRANSITION:

ISBOV: • From ISBOV, track 338° to DIPPA

ARRIVAL: DIPPA ONE

- From DIPPA, track 264° to TESAT
Cross TESAT AT or BLW FL120
- Turn RIGHT, track 270° to LURPA
Cross LURPA AT or ABV 10000ft
MAX IAS 250KT from LURPA
- Turn LEFT, track 261° to PIDEG
- Turn RIGHT, track 294° to NB603
Cross NB603 AT or BLW 7000ft
- Turn RIGHT, track 317° to ATRIR

RWY 10

- Track 015° to STUIE
Cross STUIE AT or ABV 3300ft
- **EXPECT** radar vectors to final

RWY 28

- Track 015° to STUIE
for ILS-Z or RNP RWY 28 or
LOC-Z RWY 28 APPROACH
Cross STUIE AT or ABV 3300ft

COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CTC SY APP +61 2 9556 6515

Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSa EMERG Section 1.5.

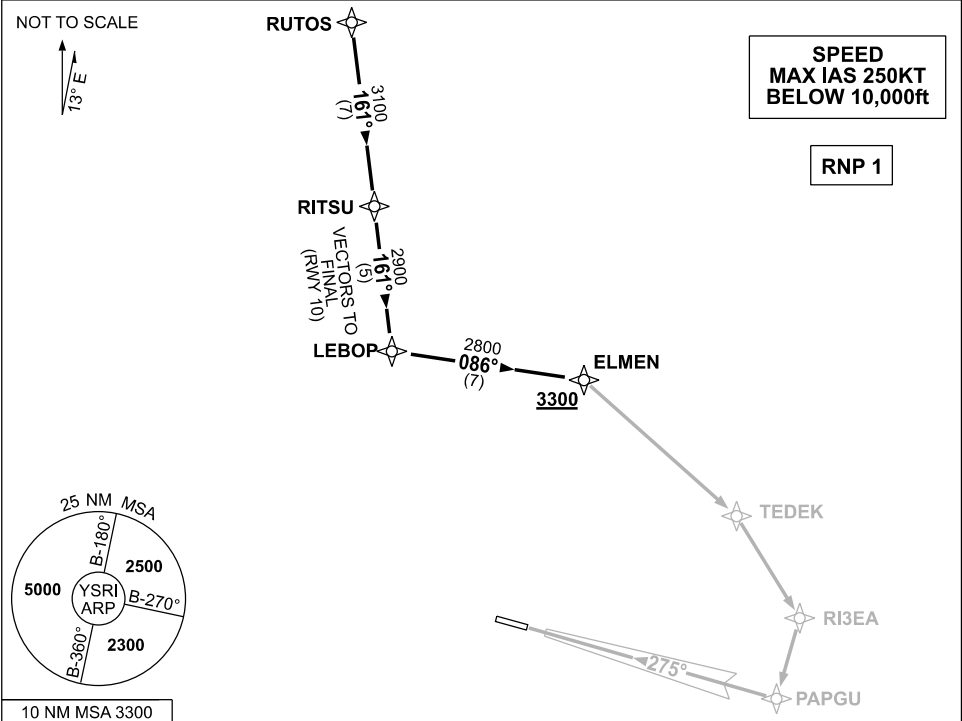
Changes: NEW PROCEDURE

SRISR01-187

STANDARD INSTRUMENT ARRIVAL (STAR)
RITSU ONE ARRIVAL (RNAV)
RICHMOND, NSW (YSRI)

09 JUL 2026

ATIS/AWIS (AH)	APP	TWR	SMC	FIA (AH)	CTAF+AFRU (AH)	AFRU+PAL	Bearings are MAG ELEV in FT AMSL
126.3 274.55	135.9 363.8	135.5 257.3	128.25	SY CEN 124.55	135.5	135.5	



STANDARD INSTRUMENT ARRIVAL (STAR) RUPEM ONE ARRIVAL (RNAV) RICHMOND, NSW (YSRI)

09 JUL 2026

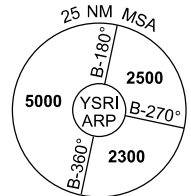
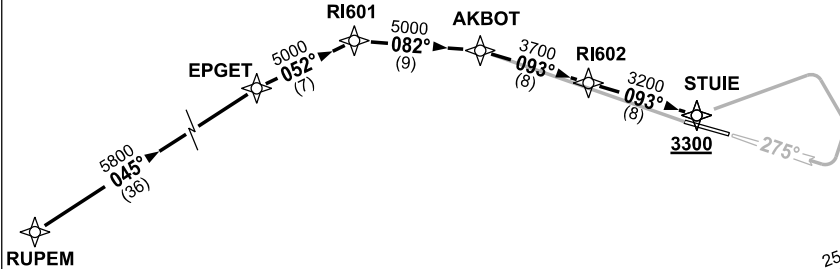
ATIS/AWIS (AH) 126.3 274.55	APP 135.9 363.8	TWR 135.5 257.3	SMC 128.25	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 135.5	AFRU+PAL 135.5	Bearings are MAG ELEV in FT AMSL
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NOT TO SCALE



SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP 1



10 NM MSA 3300

ARRIVAL: RUPEM ONE

RWY 10

- From RUPEM track 045° to EPGET
- Turn RIGHT, track 052° to RI601
- Turn RIGHT track 082° to AKBOT for RNP RWY 10 APPROACH.

RWY 28

- From RUPEM track 045° to EPGET
- Turn RIGHT, track 052° to RI601
- Turn RIGHT track 082° to AKBOT
- Turn RIGHT track 093° to RI602
- Track 093° to STUIE
- **Cross** STUIE AT or ABV 3300ft for ILS-Z or RNP or LOC-Z RWY 28 APPROACH.

COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CTC SY APP +61 2 9556 6515

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: NEW PROCEDURE

SRISR03-187